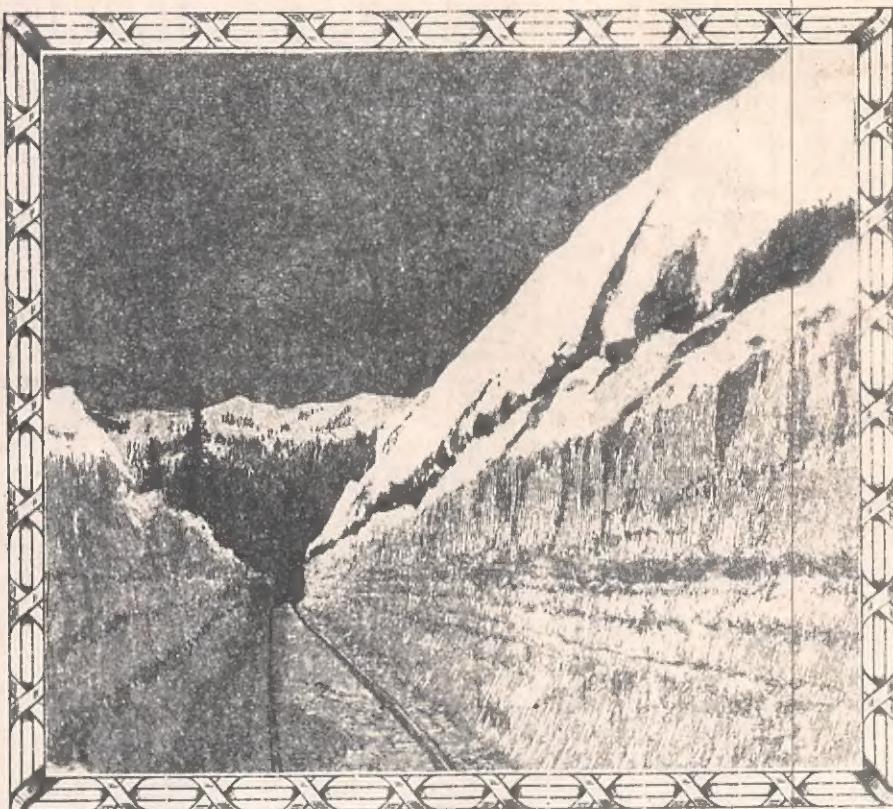


Rio Grande

Mainline of the Rockies

BY LUCIUS BEEBE & CHARLES CLEGG



Berkeley HOWELL-NORTH California

1962

2961

RIO GRANDE, MAINLINE OF THE ROCKIES — Appendix

Year by Year Outline

Corporate and Physical History of
THE DENVER AND RIO GRANDE WESTERN
RAILROAD COMPANY
AND ITS PREDECESSOR COMPANIES

1870 to 1954

Compiled by Hugh T. Glen May 20, 1954

1870

THE DENVER AND RIO GRANDE RAILWAY
COMPANY incorporated October 27, 1870 in the
Territory of Colorado and the Territory of New
Mexico.

1871

CONSTRUCTION:

Denver to Colorado Springs completed NG (Grades
between Louviers and Husted not compensated
for curvature.)

1872

CORPORATIONS:

WASATCH AND JORDAN VALLEY RAILROAD
COMPANY incorporated October 24, 1872 in the
Territory of Utah. Sandy to Alta, Utah.

THE CANON COAL RAILWAY COMPANY incor-
porated August 17, 1872 in the Territory of
Colorado. 2 miles of track near Florence, Colo.

BINGHAM CANYON AND CAMP FLOYD RAIL-
ROAD COMPANY incorporated September 10,
1872 in the Territory of Utah. Sandy to Bing-
ham, Utah.

CONSTRUCTION:

Colorado Springs to Pueblo NG

Pueblo to Florence NG

Coal Creek Branch NG

1873

CONSTRUCTION:

Bingham Branch NG by Bingham Canyon and
Camp Floyd Railroad Company.

1874

CORPORATIONS:

SAN PETE VALLEY RAILWAY COMPANY incor-
porated June 29, 1874 in the Territory of Utah.
Nephi to Morrison, Utah.

CONSTRUCTION:

Florence to Canon City, Colo. NG

1875

CORPORATIONS:

UTAH AND PLEASANT VALLEY RAILWAY COM-
PANY incorporated December 11, 1875 in the

Territory of Utah. Provo to Pleasant Valley, Utah

CONSTRUCTION:

None during the year.

1876

CONSTRUCTION:

Pueblo to La Veta NG

Cuchara Junction to Engleville NG

COLORADO admitted to the United States as a state
August 1, 1876.

1877

CONSTRUCTION:

La Veta to Russell NG Original line over Veta Pass

Engleville Junction to Engleville NG

1878

CONSTRUCTION:

Russell to Alamosa NG

1879

CONSTRUCTION:

None during the year.

1880

CORPORATIONS:

TEXAS, SANTA FE AND NORTHERN RAILROAD
COMPANY incorporated December 10, 1880 in
the Territory of New Mexico. Espanola to Santa
Fe, N. M.

CONSTRUCTION:

Cañon City to Leadville NG

California Gulch Branch NG

Alamosa to Chama NG

Castle Rock to Hathaway NG

Leadville to Kokomo NG

Colorado Springs to Manitou NG

1881

CORPORATIONS:

THE DENVER AND RIO GRANDE WESTERN
RAILWAY COMPANY, CONSOLIDATED, in-
corporated July 21, 1881 in the Territory of Utah.

THE SALT LAKE AND PARK CITY RAILWAY
COMPANY incorporated May 26, 1881 in the

Territory of Utah.

CONSTRUCTION:

Third Rail Denver to Pueblo

Third Rail Pueblo to Minnequa

Malta to Rock Creek NG

RIO GRANDE, MAINLINE OF THE ROCKIES — Appendix

Salida to Gunnison NG
 Poncha Junction to Maysville NG
 Gunnison to Crested Butte NG
 Alamosa to South Fork NG
 Chama to Durango NG
 Douglas Quarry Branch NG Douglas to Madge
 Quarry near Castle Rock.
 Oak Creek Branch NG near Florence
 Grape Creek Branch NG Cañon City to Westcliffe
 Orient Branch NG Villa Grove to Orient
 Calumet Branch Hecla Jct. to Calumet NG near
 Brown Canyon.
 Blue River Branch Kokomo to Wheeler's NG
 Crevasse to Helper NG Construction begun.
 Springville to Provo NG
 Provo to Ogden NG Construction begun.
 Colton to Scofield NG
 Bingham Branch purchased from Bingham Canyon
 and Camp Floyd R R Co. NG

1882

CORPORATIONS:

CALIFORNIA SHORT LINE RAILROAD COMPANY incorporated June 12, 1882 in the Territory of Utah. Sold to San Pete Valley Railway Company August 31, 1889.

CONSTRUCTION:

Grand Junction to Crevasse NG
 Gunnison to Grand Junction NG as part of NG main
 line Denver to Salt Lake
 Crested Butte to Anthracite NG
 Durango to Silverton NG
 Wheeler's to Dillon NG
 Parlin to Quartz NG constructed by Colorado and
 Southern Railway Company as part of its main
 line Denver to Gunnison via Alpine Tunnel.
 Detour to Springville NG Purchased from Utah and
 Pleasant Valley Railway Company.

1883

CONSTRUCTION:

Hathaway to O'Brien's Quarry NG
 Lehigh Branch near Louviers NG to Lehigh Coal
 Mines
 Kubler Branch NG constructed by predecessor of
 the Colorado and Southern Railway Company.
 Maysville to Monarch NG
 South Fork to Wagon Wheel Gap NG
 Baldwin Branch NG built by Union Pacific and later
 owned by Denver, South Park and Pacific, then
 by Colo. and Southern Ry. Co.
 Crevasse to Green River NG Construction completed.
 Helper to Tucker (near Detour) NG
 Provo to Ogden Construction completed. NG
 Midvale to Wasatch NG. Purchased Midvale to
 Sandy from Bingham Canyon and Camp Floyd
 Railroad Company and constructed from Sandy
 to Wasatch.

1884

CORPORATIONS:

SALT LAKE AND FORT DOUGLAS RAILWAY COMPANY incorporated in the Territory of Utah December 2, 1884. Salt Lake City to Red Butte and Emigration, Utah.

CONSTRUCTION:

None during the year.

1885

None.

1886

CORPORATIONS:

THE DENVER AND RIO GRANDE RAILWAY COMPANY sold under foreclosure on July 12, 1886.

THE DENVER AND RIO GRANDE RAILROAD COMPANY incorporated July 14, 1886 in the State of Colorado.

THE TRINIDAD AND DENVER RAILROAD COMPANY incorporated August 10, 1886 in the State of Colorado. El Moro to Trinidad.

CONSTRUCTION:

None during the year.

1887

CONSTRUCTION:

3rd Rail Pueblo to Florence
 El Moro to Trinidad NG
 Rock Creek to Aspen NG

1888

CORPORATIONS:

SALT LAKE AND EASTERN RAILWAY COMPANY incorporated September 21, 1888 in the Territory of Utah, Mill Creek to Park City, Utah

THE DENVER CLEAR CREEK AND WESTERN RAILWAY COMPANY incorporated December 18, 1888 in the State of Colorado. Ft. Logan Branch.

CONSTRUCTION:

Second Track Denver to Littleton, Pikeview to Kelker
 and Eden to Pueblo
 3rd Rail Florence to Cañon City
 3rd Rail Minnequa to Walsenburg
 Loma Branch to Pictou SG
 3rd Rail Eilers to Leadville
 Chama Lumber Branch Chama to Law's Mill NG
 3.16 miles
 Rouse Jct. to old Rouse Mine NG
 Conchita Jct. to Rouse (Santa Clara Mine)
 3rd Rail Cuchara Jct. to Engleville and Trinidad
 3rd Rail Colorado Springs to Manitou

RIO GRANDE, MAINLINE OF THE ROCKIES - Appendix

39

CORPORATIONS:

THE SANTA FE SOUTHERN RAILWAY COMPANY incorporated January 24, 1889 in the Territory of New Mexico. Espanola to Santa Fe.

UTAH WESTERN RAILWAY COMPANY incorporated June 24, 1889 in the Territory of Utah. Merged with Utah Central Railway Company on April 8, 1890.

THE RIO GRANDE WESTERN RAILWAY COMPANY incorporated June 24, 1889 in the State of Colorado and in the Territory of Utah

CONSTRUCTION:

Fort Logan Branch 3-rail

Second Track Pueblo to Minnequa 3-rail

Glenwood to Rifle NC

Aberdeen Jct to Aberdeen Quarry west of Gunnison NC. Stone for the building of the State Capitol Building at Denver.

Lake City Branch NC

Sugar House or Mill Creek to Park City NC By Salt Lake and Eastern Railway Company

REMOVALS:

Middle Rail removed between El Moro and Engleville and Trinidad.

1890

CORPORATIONS:

UTAH CENTRAL RAILWAY COMPANY incorporated April 8, 1890 in Territory of Utah. Sugar House to Park City, Utah.

CONSTRUCTION:

3rd Rail Fort Logan Branch

Second Track Cleora to Salida 3-rail

3rd Rail Galida to Malta

NC to SG Malta to Aspen

3rd Rail Malta to Eilers

3rd Rail California Gulch Branch

NC to SG Glenwood to Rifle

Rifle to Grand Junction by Rio Grande Junction Railway Company incorporated in the State of Colorado June 26, 1889. Owned jointly by The Denver and Rio Grande Railroad Company and The Colorado Midland Railway Company and operated jointly by those companies. Colorado Midland Railway Company operates under lease over track of The Denver and Rio Grande Railroad Company between Newcastle and Rifle to reach the tracks of the Rio Grande Junction Railway Company.

NC to SG Grand Junction to Helper. Constructed on new location between Crevasse and Cisco SG

Mears Junction to Alamosa Junction NC.

Helper to Ogden NC to SG

NC to SG Colton to Seaford

Thistle to Manti NC

NC to SG Bingham Branch

NC to SG Midvale to Sandy

Seaford to Winter Quarters SG

Walsenburg to La Veta NC to SG

REMOVALS:

Middle Rail between Minnequa and Walsenburg removed.

Middle Rail between Cuchara Jct. and El Moro removed.

Lehigh Branch removed.

Grape Creek Branch between Cañon City and Westcliffe flooded out and track removed.

1891

CORPORATIONS:

THE RIO GRANDE GUNNISON RAILWAY COMPANY incorporated September 14, 1891 in the State of Colorado. Wagon Wheel Gap to Creede.

THE TINTIC RANGE RAILWAY COMPANY incorporated May 11, 1891 in the Territory of Utah Springville to Silver City.

SEVIER RAILWAY COMPANY incorporated May 6, 1891 in the Territory of Utah. Manti to Marysville, Utah.

CONSTRUCTION:

Wagon Wheel Gap to Creede NC
NC to SG Thistle to Manti

1892

CONSTRUCTION:

Springville to Eureka by Tintic Range Railway Co.
Leased to Rio Grande Western Railway Company.

1893

CONSTRUCTION:

Eureka to Silver City by Tintic Range Railway Co.
Leased to Rio Grande Western Railway Company.

Crested Butte to Floresta NC (Ruby - Anthracite Branch)

1894

No construction during the year.

1895

CORPORATIONS:

THE RIO GRANDE AND SANTA FE RAILROAD COMPANY incorporated July 1, 1895. Espanola to Santa Fe, In Territory of New Mexico.

No construction during the year.

1896

CONSTRUCTION:

Loma Branch Pictou to Maitland SG

Salina to near Sevier SG

Chama Lumber Spur. Law's Mill to Tierra Amarilla NC 11.56 miles

UTAH admitted to the United States as a state January 4, 1896

RIO GRANDE, MAINLINE OF THE ROCKIES — Appendix

1897

CORPORATIONS:

UTAH CENTRAL RAILROAD COMPANY incorporated December 29, 1897 in the State of Utah. Mill Creek to Wilford, Utah.

UTAH EASTERN RAILWAY COMPANY incorporated December 29, 1897 in the State of Utah. Provo Canyon Branch between Mile Post 11 and Heber, Utah.

CONSTRUCTION:

Second Track Soldier Summit to Tucker (Near Detour). Original location on 4% grade.

1898

No construction during the year.

Sugar House (Mill Creek) to Park City leased from Salt Lake and Eastern Railway Company NG

1899

CORPORATIONS:

RIO GRANDE PAGOSA AND NORTHERN RAILROAD COMPANY incorporated April 28, 1899 in State of Colorado. Pagosa Springs Branch.

CARBON COUNTY RAILWAY COMPANY incorporated November 20, 1899 in the State of Utah. Mounds to Sunnyside and Scofield to Clear Creek, Utah.

CONSTRUCTION:

Sunnyside Branch SG

NG to SG La Veta to Alamosa via relocated line over La Veta Pass. New location between La Veta and Wagon Creek Junction (Russell) Grade and curve reductions.

Pleasant Valley Branch Scofield to Clear Creek SG
Provo Canyon Branch Provo to Mile Post 11 constructed by Utah Eastern Railway Company. SG

REMOVALS:

Old NG line between La Veta and Russell via Veta Pass abandoned.

1900

CORPORATIONS:

THE RIO GRANDE RAILROAD COMPANY incorporated July 17, 1900 in the State of Colorado. Construction company for Westcliffe Branch from Texas Creek to Westcliffe, North Fork Branch from Delta to Somerset, and Loma Branch.

CONSTRUCTION:

Second Track Pueblo West to Mile Post 121.58
3-Rail

3rd Rail Alamosa to Monte Vista

Near Sevier to Marysvale SG

Upper 15 miles of Provo Canyon Branch purchased from Utah Eastern Railway Company.

Roper to Mill Creek (Sugar House) SC

NG to SG Mill Creek to Park City. Purchased by Rio Grande Western Railway Company

Pagosa Springs Branch NG
Texas Creek to Westcliffe Westcliffe Branch SG

1901

CORPORATIONS:

THE RIO GRANDE SANGRE DE CRISTO RAILROAD COMPANY incorporated January 8, 1901 in the State of Colorado. Moffat to Cottonwood, Colorado.

CASTLE VALLEY RAILWAY COMPANY incorporated January 15, 1901 in the State of Utah. Salina to Nioche.

COPPER BELT RAILROAD COMPANY incorporated May 18, 1901 in the State of Utah. Tracks to Yampa Smelter, Utah.

CONSTRUCTION:

3rd Rail Monte Vista to Del Norte

3rd Rail Alamosa to Antonito

Dalton to Lark, constructed by others.

Moffat to Cottonwood NG

1902

CORPORATIONS:

THE RIO GRANDE, PUEBLO AND SOUTHERN RAILROAD COMPANY incorporated April 21, 1902 in the State of Colorado. Zinc Junction to Blende, Colorado.

CONSTRUCTION:

Second track MP 121.85 to Goodnight 3-Rail

Delta to Somerset NG

NG to SG Del Norte to Creede SG

Copper Belt Branch SG

Zinc Jct. to Blende SG

NG to SG Castle Rock to Hathaway

REMOVALS:

Middle Rail removed Denver to Pueblo

Middle Rail removed Ft. Logan Branch

Middle Rail removed Arkansas Valley Sampler to Zinc Mines

La Veta to Russell Old NG line over Veta Pass removed.

Middle Rail removed, Alamosa to Del Norte

Douglas Quarry Spur NG removed

1903

CONSTRUCTION:

Denver to Orestod via Corona Pass. (Completed in 1907 by DNW&P RR) (Colorado Construction Co.)

Second Track Rex to Minturn

Second Track Midvale to Salt Lake

Dalton to Lark Purchased.

Copper Belt-Carr Fork Branch to Yampa Mine

Lumberton to El Vado NG By Rio Grande and Southwestern Railroad Co.

Howard Quarry Spur Howard to Calcite SG

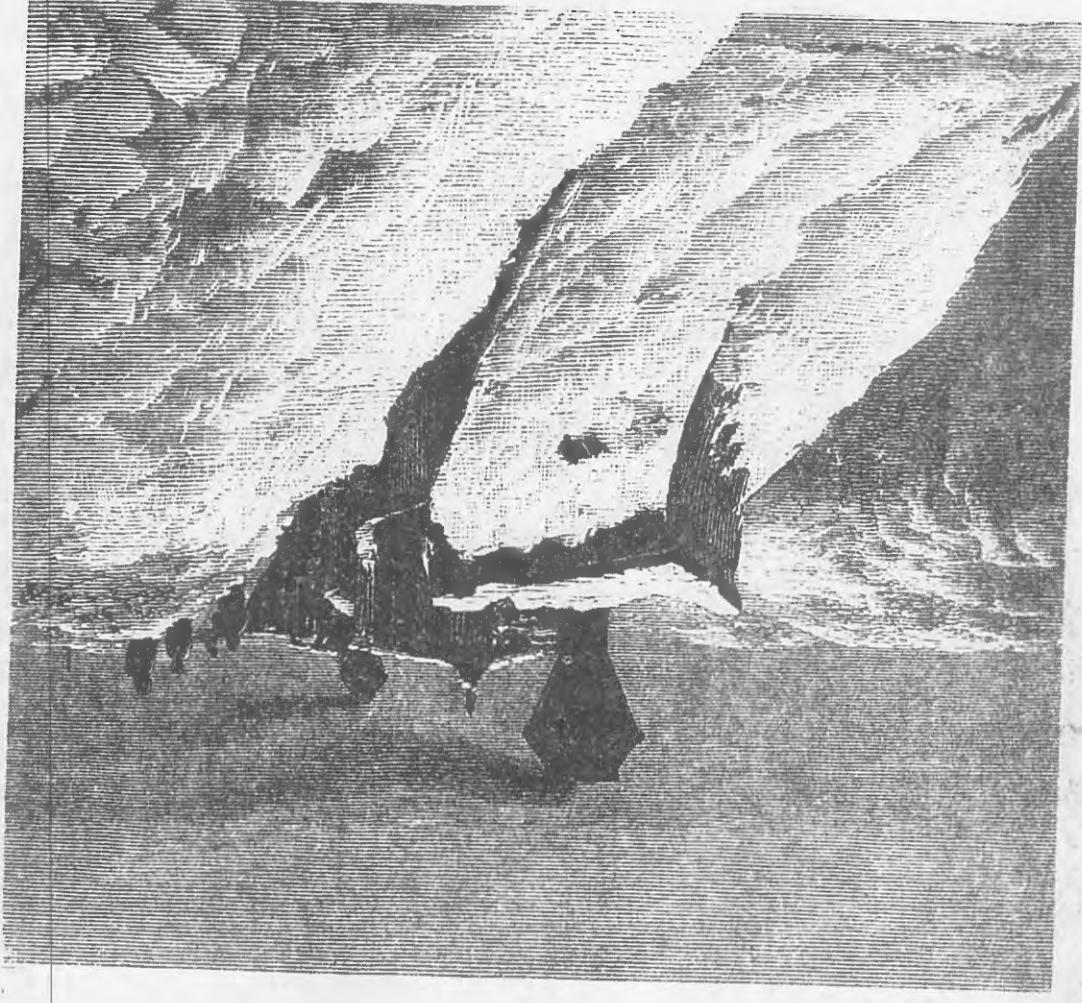
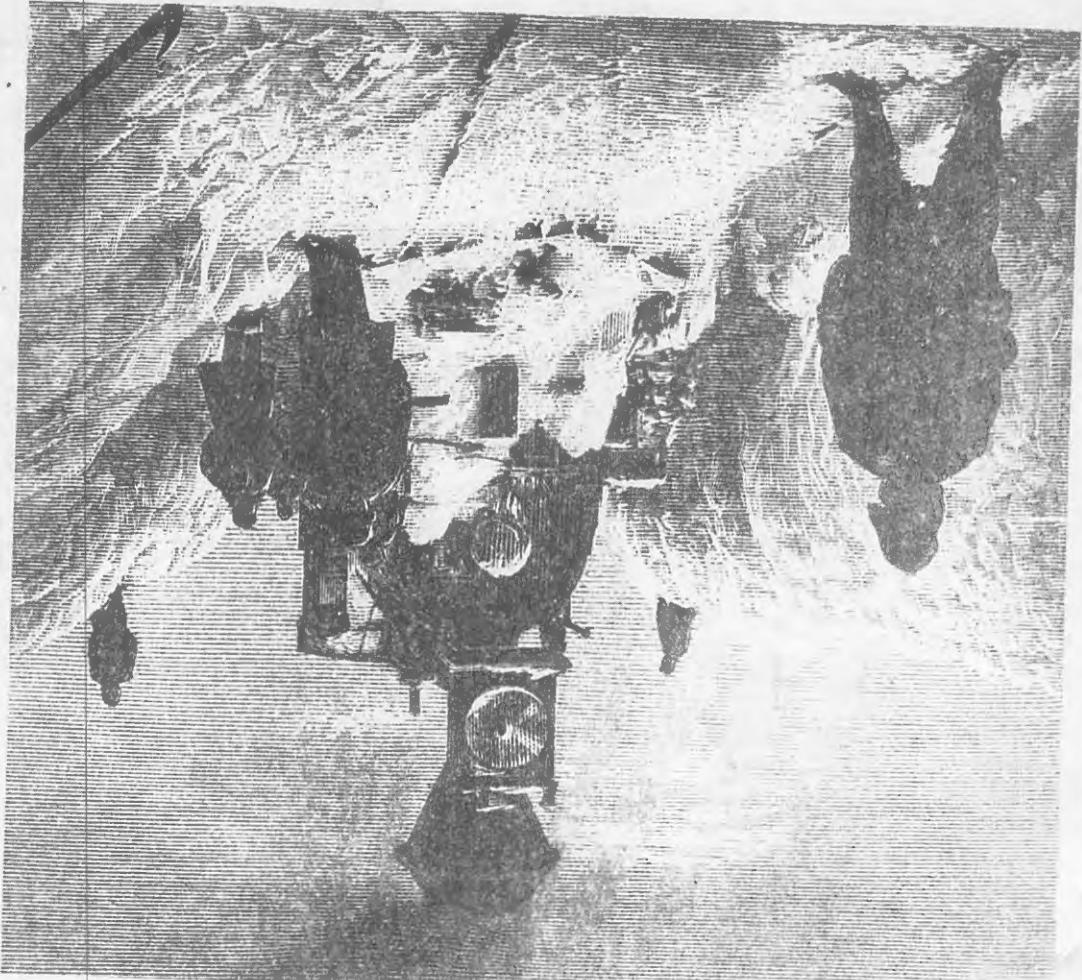
Salina to Nioche SG



This was Sumson's Camp in the construction of the Scofield section of the Pleasant Valley Railroad, predecessor of the Rio Grande Western. (Robert Edwards Collection.)

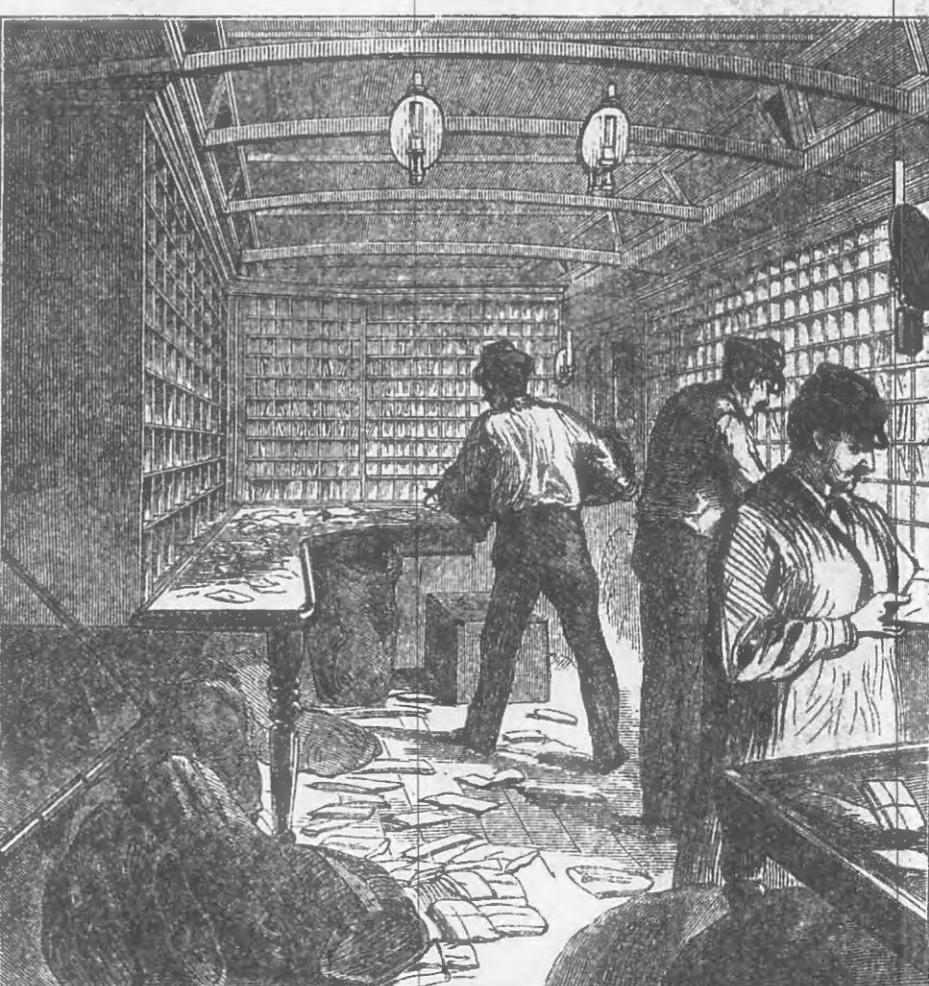


Here is the veritable look of railroad building in the Old West: the hand hewn ties of untreated timber, the loose fill and light narrow gauge iron, the Ames shovels and picks, the spike mauls of the layers and the uncouth agents of destiny who spiked the rails. The scene is on the barren Utah uplands at Colton, east of Soldier Summit in the construction of the original line of the Pleasant Valley Railroad, soon to become an element in the ever-growing Rio Grande Western. (Robert Edwards Collection.)

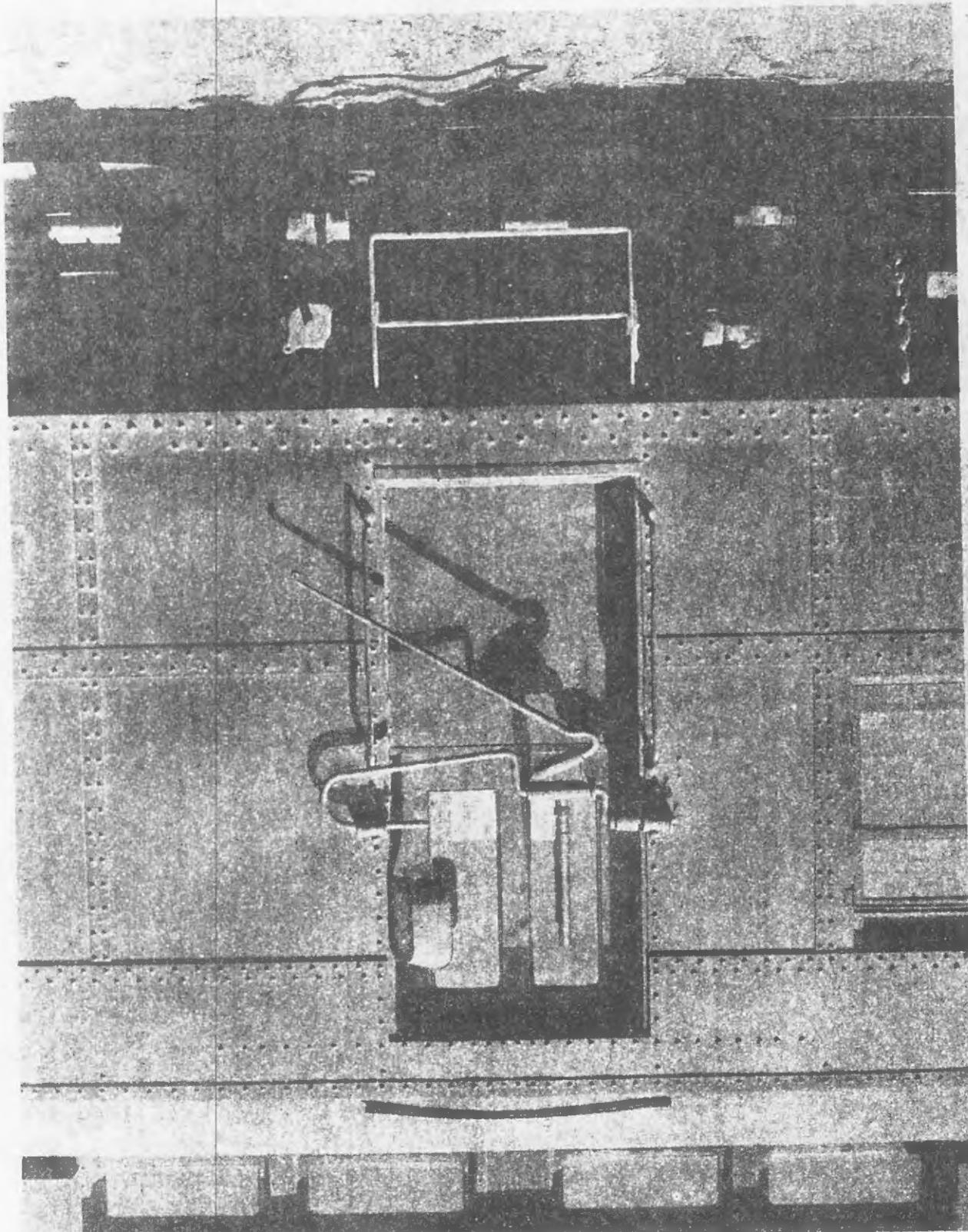


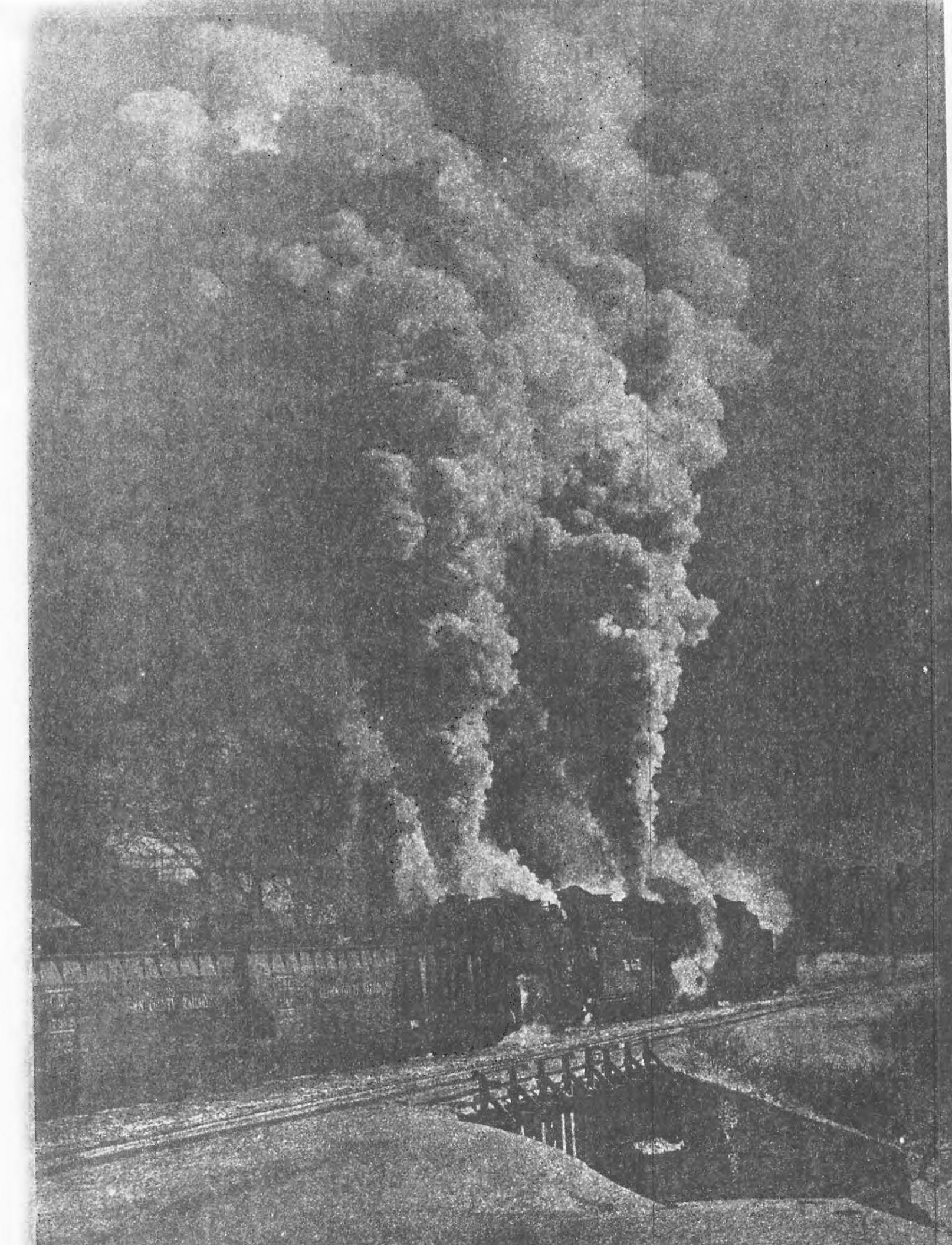


In an age innocent of the boons of jet speeds, taking in the mail on the fly and sorting it aboard the cars was thrilling evidence of progress and the last word in enterprise. A sketch artist for *Harper's* depicted for its readers the railway post office on the Denver-Pueblo run in the mid-eighties.



Symbolic of the great tradition of the Railway Post Office that rode both the narrow and standard gauge in the age of steam, this elevation of a service that was impervious to the elements, mischance and devasions of evil men. (Rio Grande mail car presents for posterity the unsurpassable likeness of a service that was narrow and standard gauge in the age of steam, this elevation of a service that was impervious to the elements, mischance and devasions of evil men. (Rio Grande Railroad.)





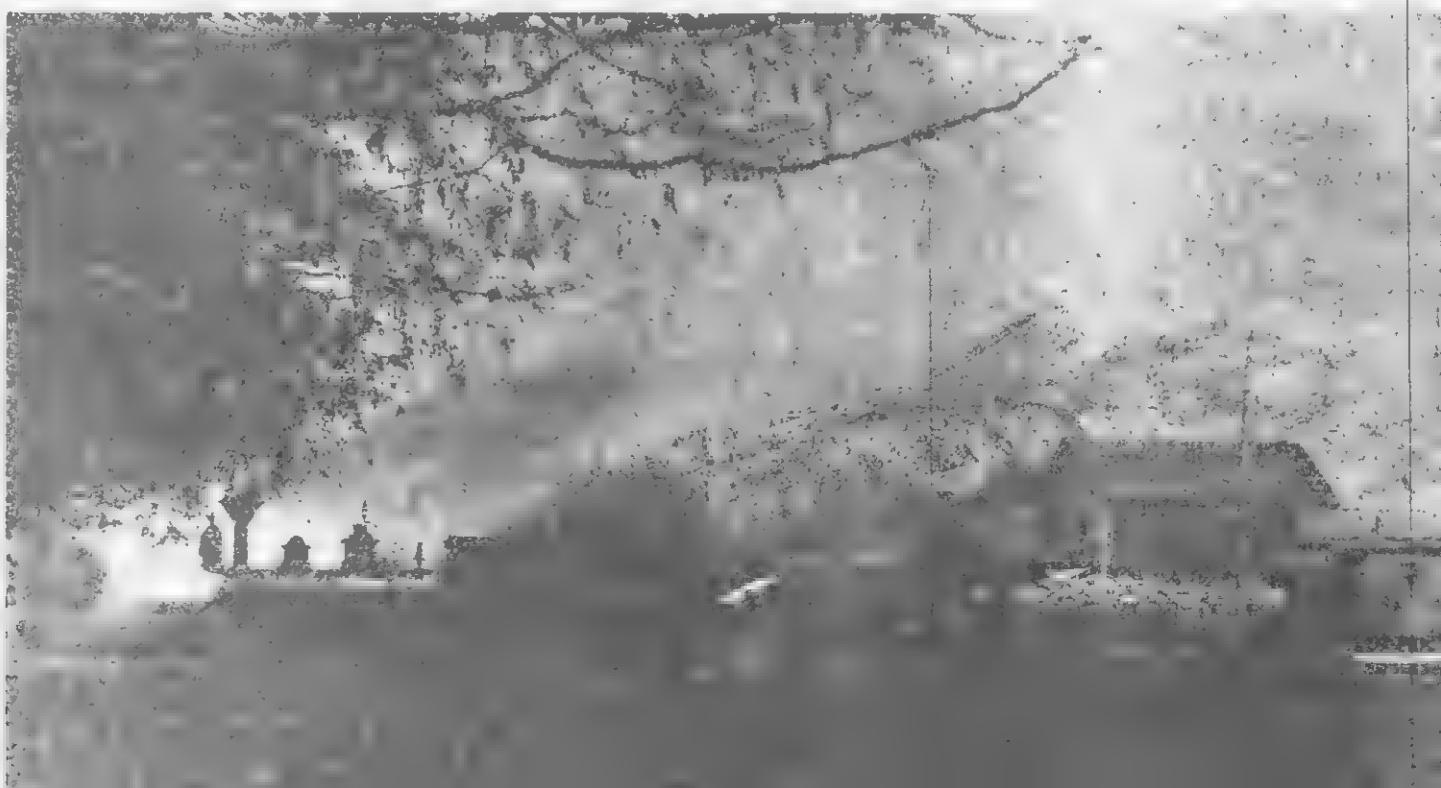


In 1883 when the through line from Denver to Salt Lake was only recently in operation, a herd of antelope running ahead of the engine of his train at Green River so delighted the famous sketch artist Charles Graham of *Harper's Weekly* that he drew this picture of the scene. Seventy years later at nearby Castle Gate, Richard Steinheimer shot this winter scene as two helpers start a coal drag toward Soldier Summit, rattling windows with their going. A 2-10-2 and a 2-8-8-2 show in the photograph and another 2-8-8-2 is up at the head end.

In January 1881, less than two years after the completion to Alta of the Wasatch & Jordan Valley Railroad to that point, a series of avalanches wiped out the railroad grade and occasioned substantial loss of life amongst the mining communities that paralleled it. Snow-sheds, tracks and cabins were all carried to irretrievable ruin on a scale so spectacular that on February 5, *Leslie's Weekly* devoted its entire front page to the catastrophe. The line was rebuilt when spring came with snow-sheds of more substantial design that proved impervious to future attack.



Incorporated in 1874, the San Pete Valley Railroad between Morrison and Nephi was presently absorbed by the ever expanding network of the Rio Grande Western. Here a San Pete mixed train poses for its portrait in pastoral mood. (Robert Edwards Collection.)





A companion road to the Bingham line, the Wasatch & Jordan Valley Railroad, was incorporated in 1872 to build a narrow gauge line from Sandy to Alta in Little Cottonwood Canyon, the southernmost canyon in the Salt Lake Valley area. It was completed in 1879, but between Wasatch and Alta the grade was better than 600 feet per mile and motive power of the time was unequal to it so that empty cars were drawn up by horses and allowed to coast back, at some peril to life and limb, with ore from the mines. Above Granite the rails were continuously covered with snowsheds and a ride down was reported by contemporaries to have been "quite a thrilling experience." The Rio Grande acquired the Wasatch & Jordan Valley in 1881 when the below photograph (*Denver Public Library Western Collection*) was made of a party of English visitors, prospective investors in mining properties, being brought up by covered horse cars. The line drawing at the left is purely imaginary, no such roller coaster ride ever having been recorded. (Utah State Historical Society.)





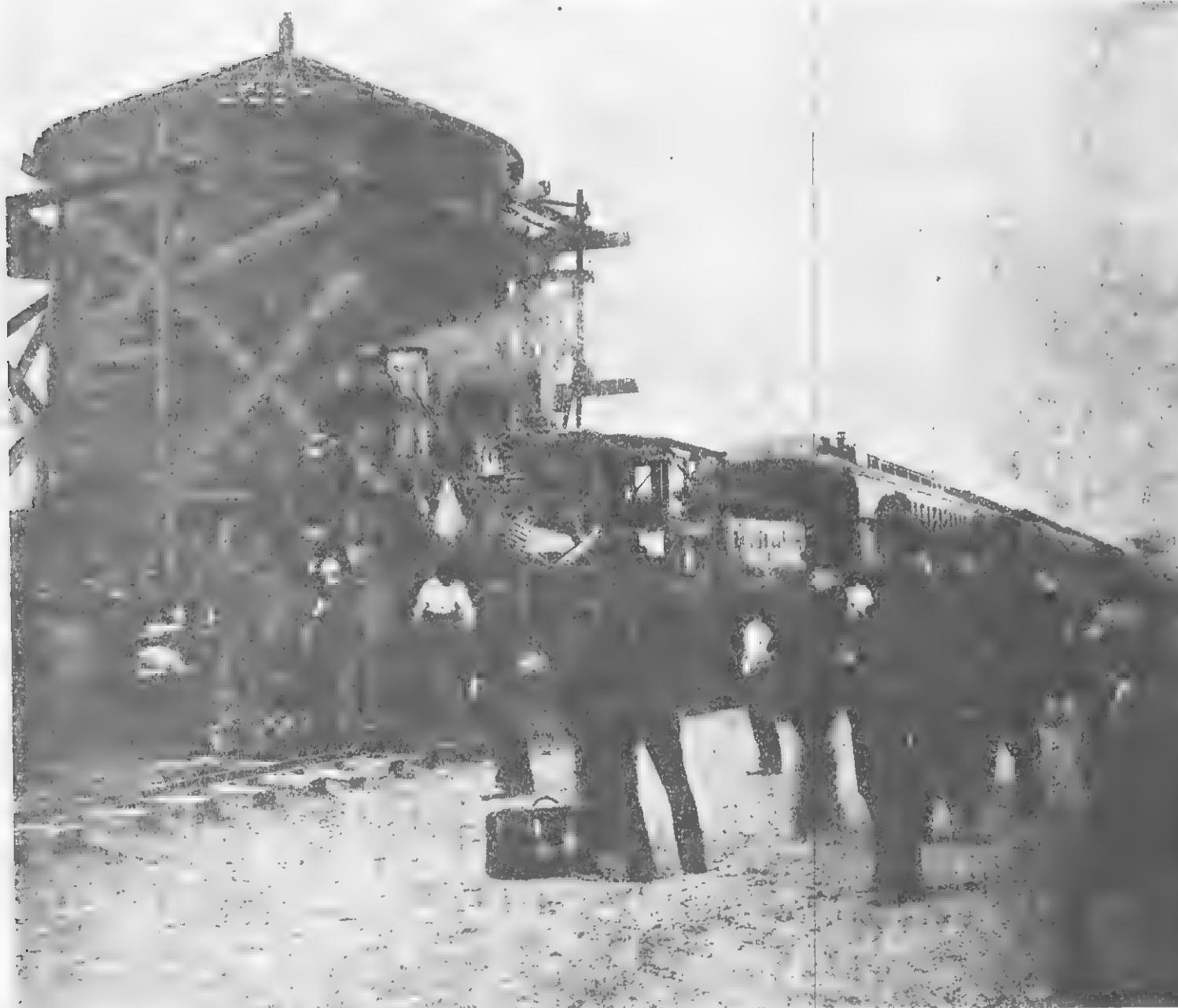
88 - In 1889 *Harper's Weekly* devoted a full page to this drawing by the well known sketch artist Henry Farny with the caption: "Down the Grade From the Divide in Colorado—Section Hands Going to Camp For Provisions." Although not specified the background is strongly suggestive of Tennessee Pass with Pando in the valley below.



Although the festive whisky jug so conspicuously in evidence on the page opposite doesn't figure in these portraits of Rio Grande Western section gangs posed at American Forks, Utah, about 1905, the down to earth types that tamped the ties and wielded spike mauls is much the same as that headed for Saturday night on the town a decade and a half earlier. The handcars alone show evidences of progressive mechanization. (Two Photos: Robert Edwards Collection.)



against an unfinished water tower for background and with hunting awash, the Colorado Western's No. 2 brings the first train into Richfield, Utah, the lettering on its headlight glass showing the date to be 6-2-1896. Fifteen years later the depot platform, derby hatted agent and platform loafers at Springville appeared as shown at the right. (Four Photos: Robert Edwards Collection.)





In 1900 the Junction House at Thistle, Utah, was the gathering place for train crews between runs, its lunch counter handy to the Rio Grande Western's main line, standard gauged this past decade and showing in the foreground. Below is a general view of the railroad's yards at Thistle in the same year with eight stall roundhouse, coal tipple, water tower, all the properties of railroading in far places of the Old West when the century was new.





Railroadading without hills and almost unchanged since the first transcontinental railroad was completed twenty-one years earlier is suggested by the Denver & Rio Grande Western's No. 174 on the narrow gauge track at Scofield, Utah, in 1890. The dimension of standard gauge had been achieved more than a decade ago on most of the Rio Grande's Utah operations when the caboose-shop shown below passed in its work train activities near Springville in 1900. (Two Photos: Robert E. Wards Collection.)





Originally known as Pleasant Valley Junction, Colton, Utah, in 1905 was the junction point of the main line of the Rio Grande Western and the Pleasant Valley Railroad and these two views, taken in that year, show the look of a raw and wind-swept railroad yards of the time in the Utah uplands. The water tower shown at the left above is the same one that appears from another angle in the lower photograph. (Two Photos: Robert Edwards Collection.)





A rara avis in the operations of any railroad, a triple headed freight with all three engines working steam on the head end, thunders through Castle Gate, Utah, about 1920 for a classic silhouette of railroading in the grand manner in a geological frame that has long been a hallmark of the Rio Grande. On the page opposite, an Eastern magazine artist's version of "a snow block-

ade on the Castle Gate line in Utah" shows more spirit than familiarity with the Wasatch scene. Below is the Rio Grande Western's business car *Wasatch* on an inspection tour of the Western Lines in December 1912, a period when ranking executives still wore wing collars and morning coats on line. (Below: Rio Grande Railroad; Opposite: Harry Shipley, Salt Lake





In 1908, with the consolidation of the Denver & Rio Grande and the Rio Grande Western into a single corporate entity, on-line improvements were in order including the replacement of this wooden trestle with a steel span at West Thistle. In the lower frame is the departure of the *Scenic Limited* on its first run from the new Rio Grande depot at Salt Lake City. (Above: Robert Edwards Collection; Below: Robert A. LeMassena Collection.)





About 1895 the Rio Grande Western's No. 106 was hauling a construction train through an unidentified town with the Wasatch in the background for an atmospheric souvenir in the collection of Robert Edwards. Below is a contemporary drawing of the road's first depot at Lehi.





The Rio Grande Western's gleaming ten wheeler No. 54 poses with a consist of head end cars, open platform coaches and Denver Pullmans in the company depot at Salt Lake after the gauge had been standardized. Photographer was Colonel Charles R. Savage of Salt Lake whose photographs of the Gold Spike ceremony at Promontory in 1869 are classics in the iconography of the Old West. (Rio Grande Railroad.)

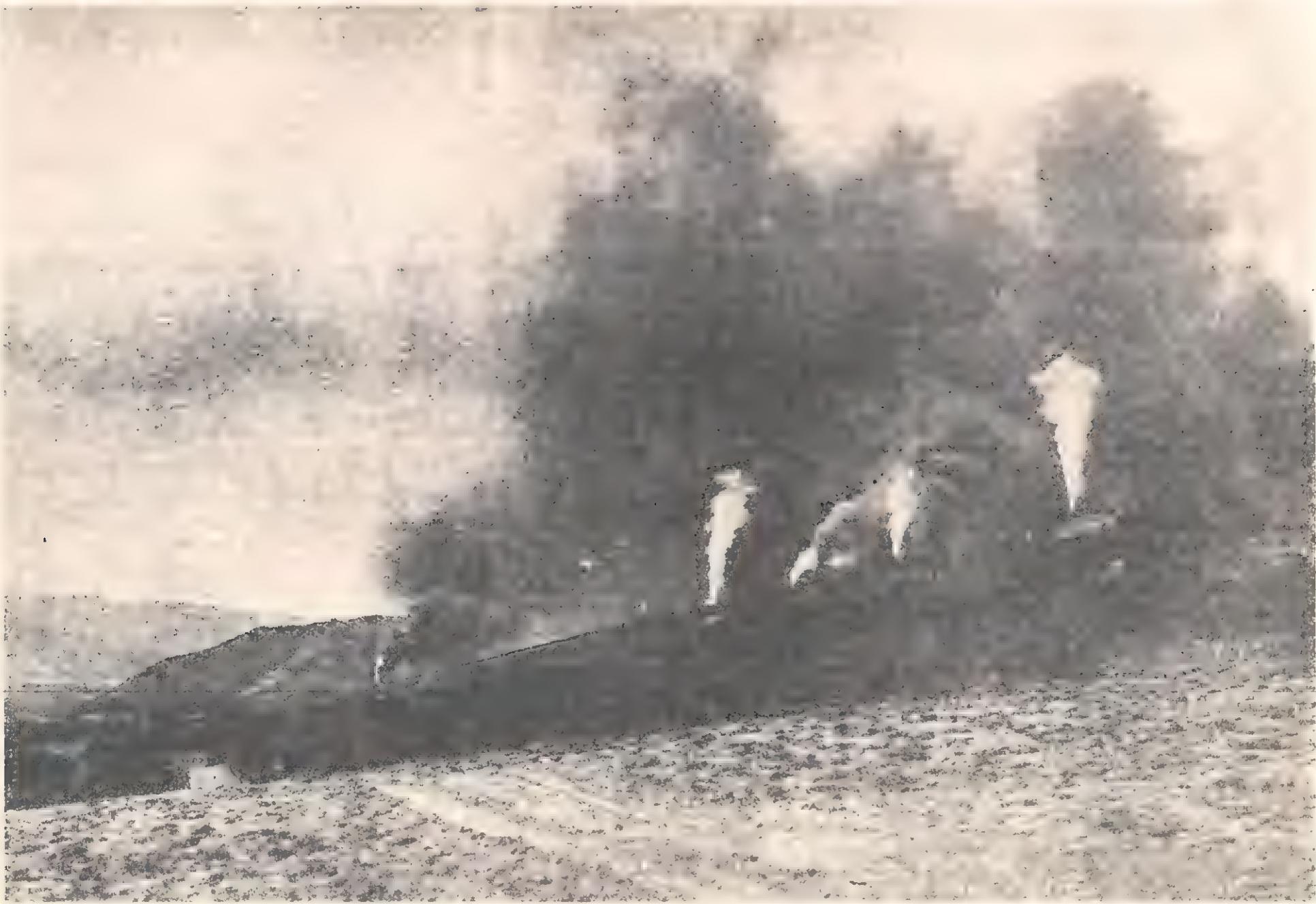


The depot at Soldier Summit on the Rio Grande Western in the nineties can have represented few comforts to the operator stationed there at his lonely telegraph key, and the recently unloaded stove on the platform at the right and the snow fence in the background suggest the winter significance of the elevation of 7,485 feet noted on the station signboard. In the below photo with R.G.W. No. 114 emerging from the Soldier Summit snowshed, the well polished rails have been standard gauged for a full decade when it was taken in 1900, but the switches leading to the passing track are still stub type as they had been when narrow gauge ruled everywhere between Denver and Salt Lake. (Bob Edwards Collection.)





That even the best managed corporation can sometimes make blunders of an impressive dimension is the moral implicit in this photograph taken at Soldier Summit in 1919 where now a single shack for the telegraph operator stands on a windy and barren Utah upland. Acting on advice that Helper terminal, 71.3 miles west of Green River was badly located and that vast advantages would derive from its relocation at Soldier Summit almost equidistant between Green River and Salt Lake, an entire operative community was established there. To this end sums in excess of \$1,581,000 were spent to build a helper engine station on Soldier Summit. An engine house, shown in this photograph, car shops and several hundred employees' cottages were constructed, a vast network of tracks laid out to accommodate fuel for road and helper engines coaling at this point. Ten years later the entire project had been abandoned, the helper station restored to Helper and the whole costly experiment charged off to education. Understandably, almost no mention of the undertaking appears in the company's annual reports for the period. (*Rio Grande Railroad.*)



In 1911 the Rio Grande management had this celebrated and spectacular photograph of its crack *Panoramic Limited* taken on the ruling grade at Soldier Summit, Utah, where one road engine and four helpers were required to get eleven steel coaches and Pullmans over the hump. The picture was posed for the camera of Harry Shipley, a Salt Lake photographer who had long been official pictorial recorder for the Rio Grande



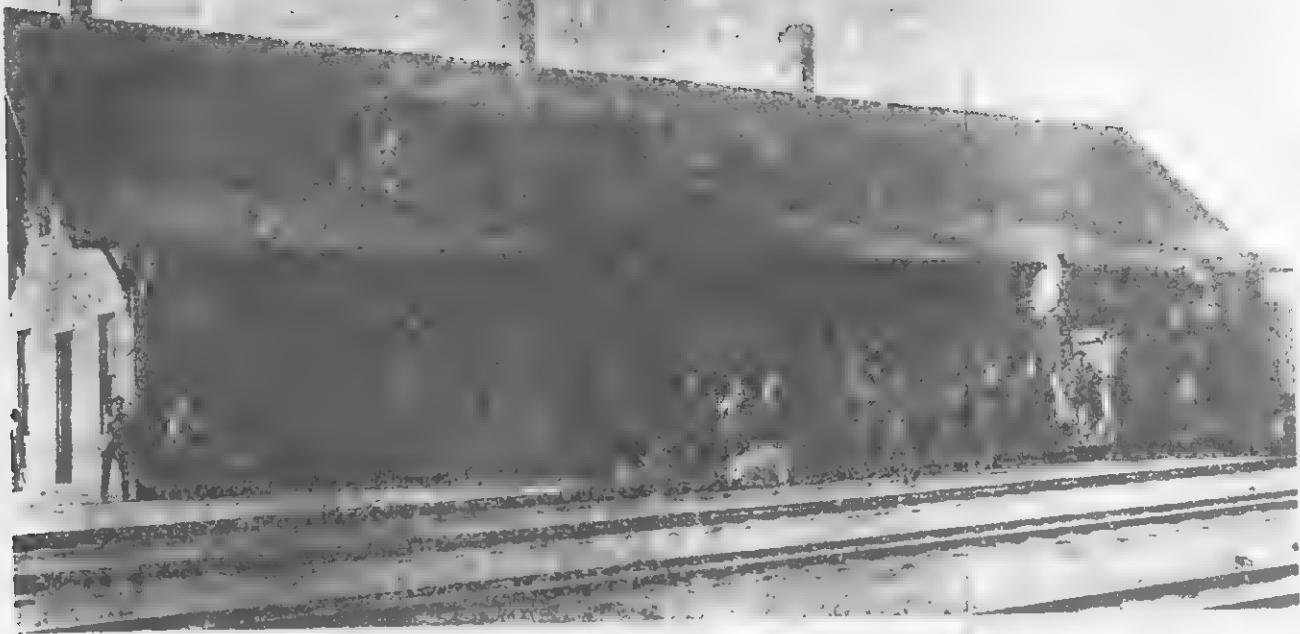
When, two years after the photograph on the page opposite, in June 1913, the assignment of Rio Grande Mallets to the helper run over Soldier Summit reduced the number of helper engines and crews to two, the second of what turned out to be a series of progressive photographs of the *Panoramic* was made by Shipley in

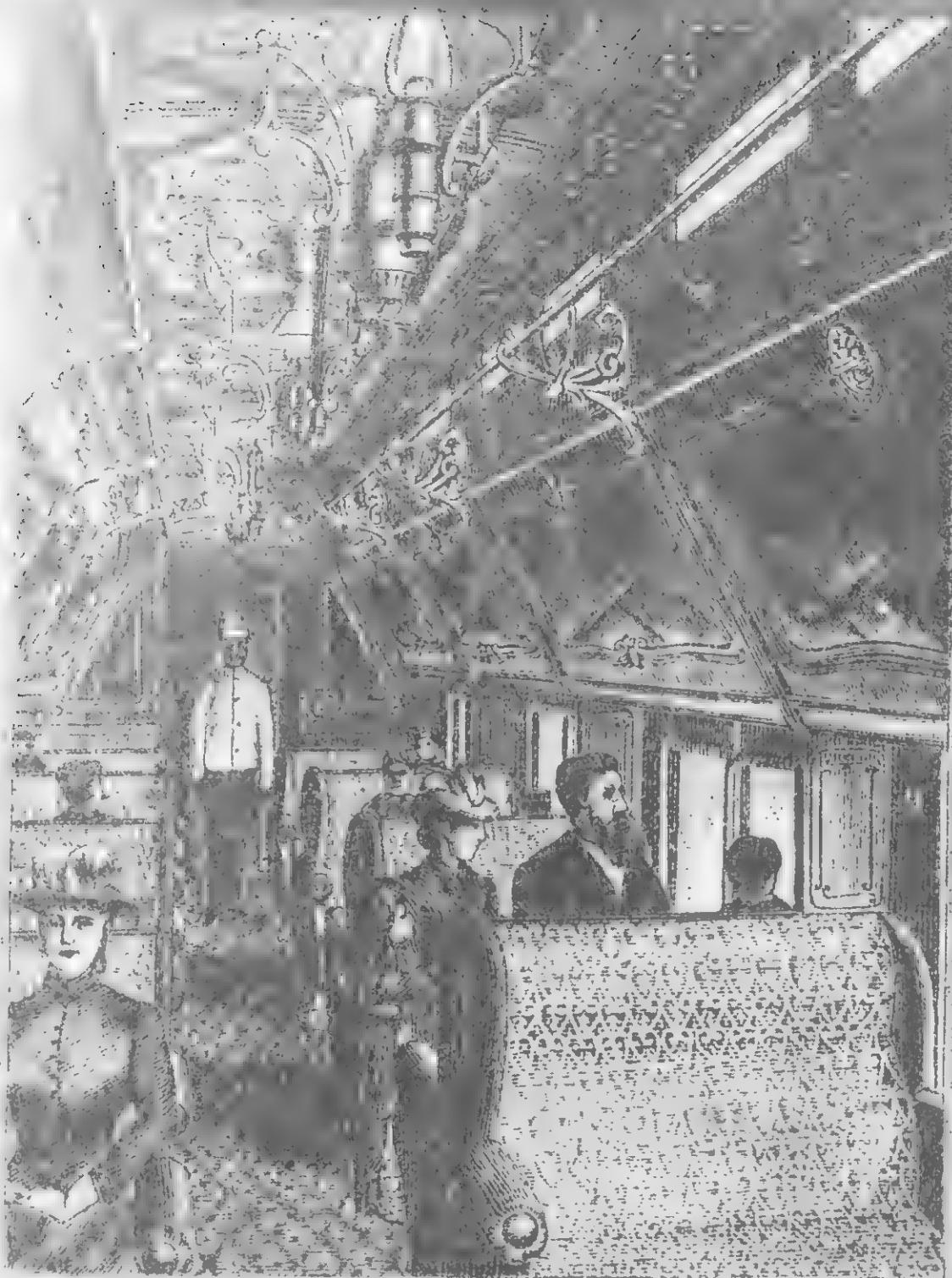
the identical spot and is shown above. A third was taken in September of 1913 when the Mallets had been replaced by a single road engine, one of the 700 series Vauclain compounds, with an unidentified helper on the rear end. (The Photos: Shipley, Salt Lake.)



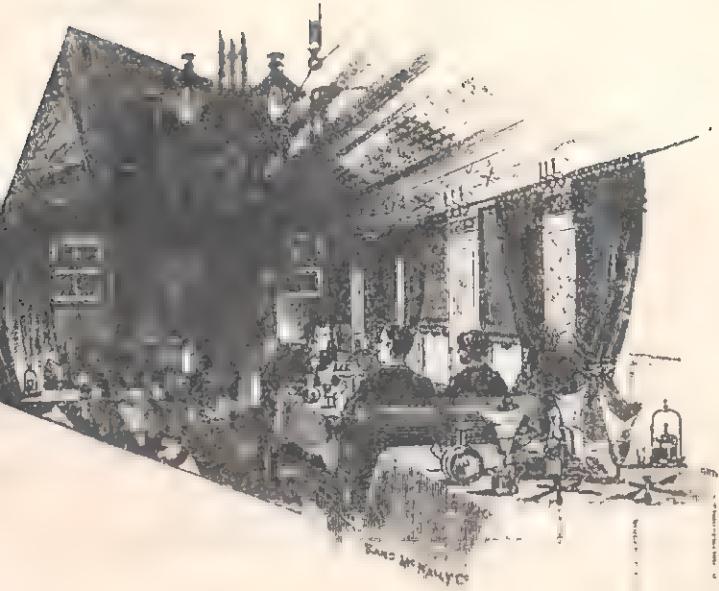
Circa
1895-1900







The polite amenities of tourist travel are suggested by the drawing above captioned "Aboard The Cars—Pike's Peak Route" from the Midland publicity pamphlet "Heart of The Rockies" in 1890, while in its capacity of fun railroad, it served a number of lighthearted resorts along its track, none more agreeably than the Green Mountains Falls Hotel where, at the right, a double header paused of a summer's day in the halcyon nineties. Above, opposite, is a scene when the Midland set its passengers down on the station platform at the end of its run at Ogden, Utah, in 1899. (Above: Western Collection, Denver Public Library; Right: Pioneer Museum, Colorado Springs; Top, Opposite: Colorado College Library.)



Three vintages of Rio Grande dining cars are shown on these two pages: below is a handsome interior in the elaborate age before air conditioning about 1915, while opposite is the diner *Twin Peaks* built by American Car & Foundry in May 1927 topped by Mt. Massive at the car wash between runs in today's *Prospector*. (Page Opposite: Everett De Golyer Collection, Arthur D. Dubin Collection; Below: Kaufmann & Fabry.)

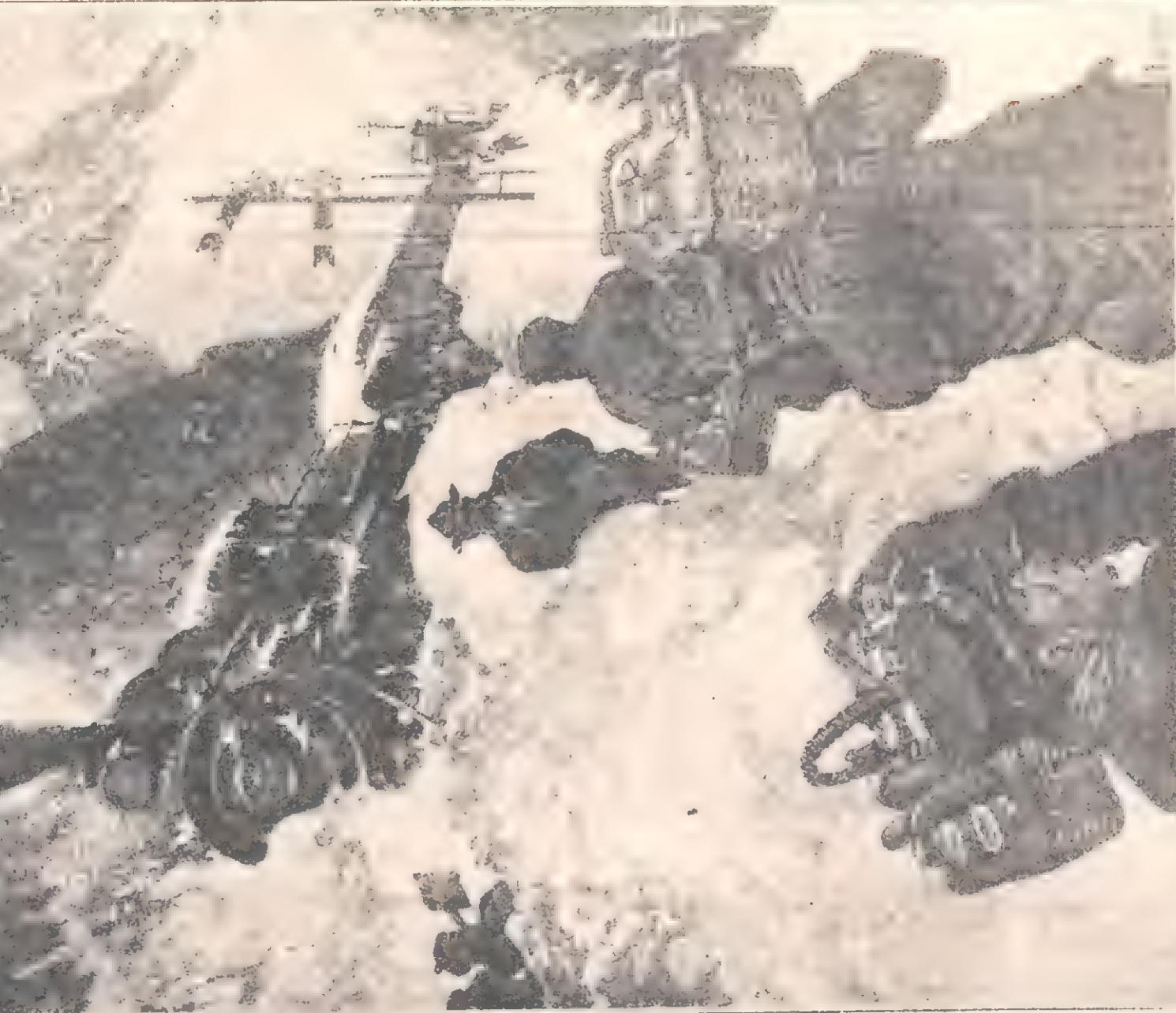




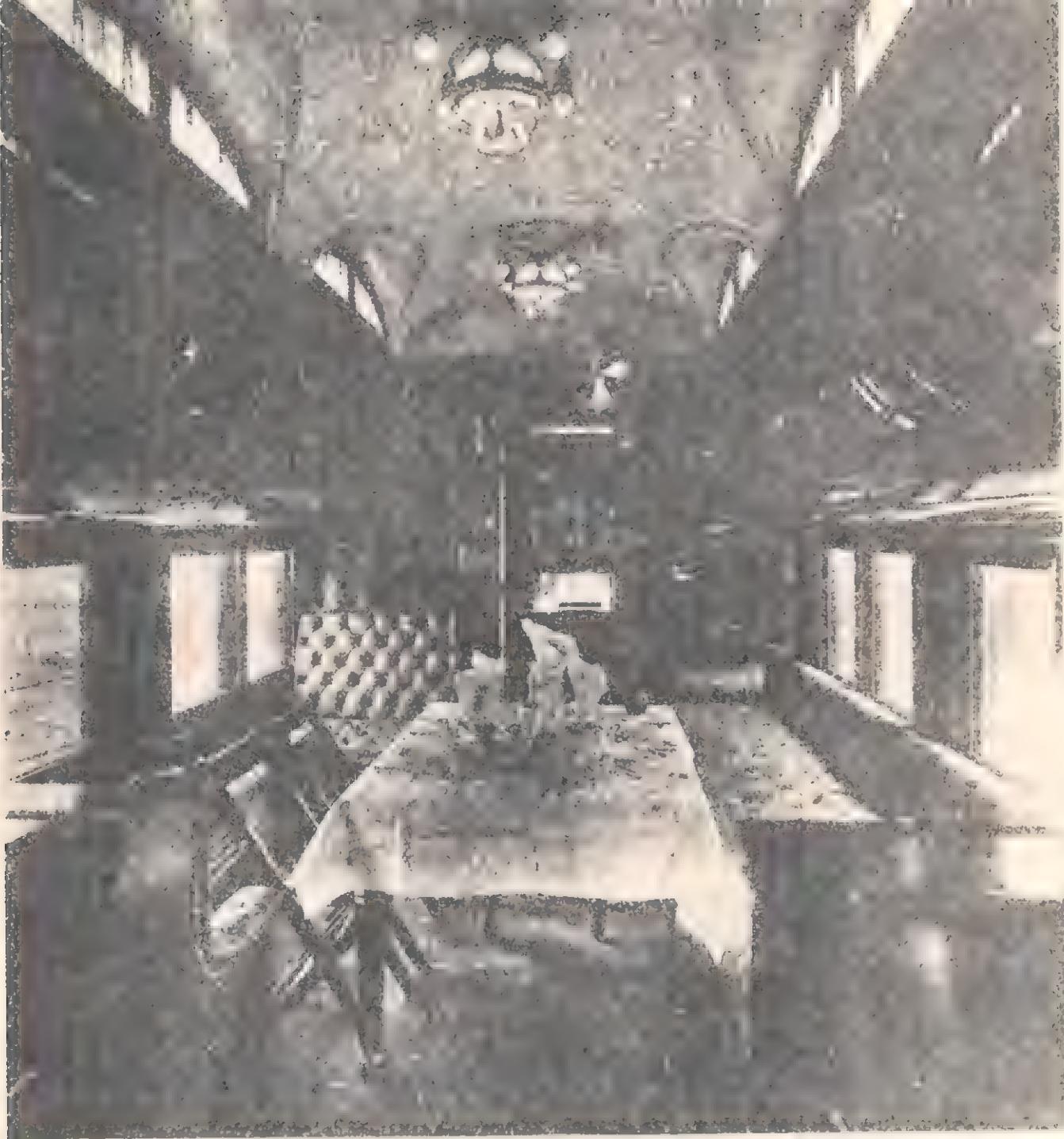
In many cities, the traditional pensioner serving as crossing tender in a picturesque trackside pagoda from which he emerged to crank down manually activated gates or pose with lantern and flag, gradually yielded to automatic signal lights or the elimination of grade crossings altogether. But in Salt Lake City, the crossing tender was institutional into comparatively recent times at a multiplicity of downtown crossings of both the Denver & Rio Grande Western and the Union Pacific. (Three Photos: Lucius Beebe.)



REGGIE'S ILLUSTRATED WEEKLY



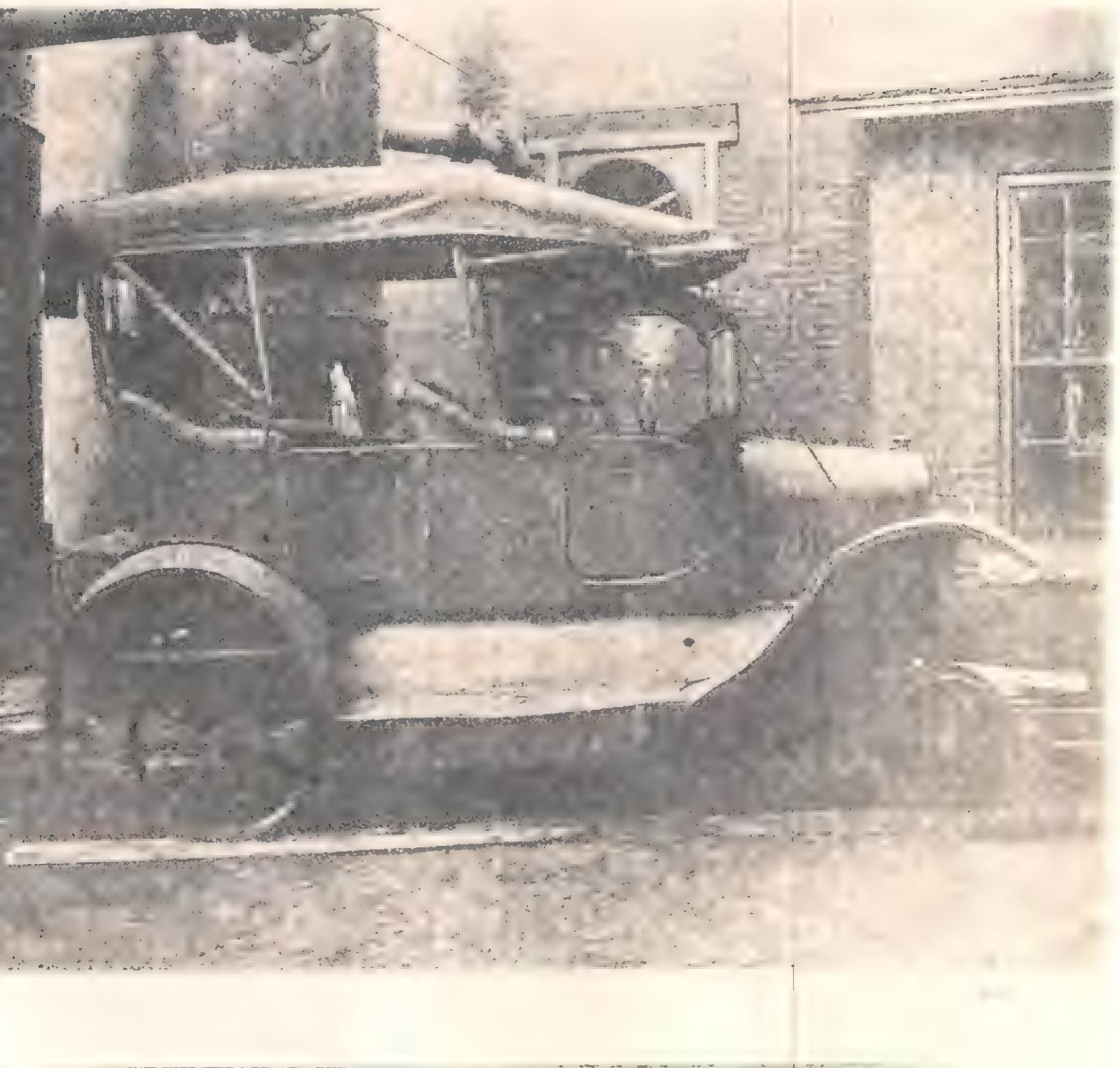
A MIDWINTER BLOCRADE IN THE ROCKY MOUNTAINS.
REGGIE'S REGULAR FOOD SUPPLIES UP RUGGED AND SLIPPERY SLOPES TO THE STUCK TRAIN STALLED FOR DAYS BY A TREMENDOUS SNOW-STORM.—DRAWN BY C. J. DAVIS.



In 1906 Pullman outshopped the car *Marcia* for the Denver, Northwestern & Pacific from Plan 2185B, and there went into service an official car that was to know the tread of Colorado railroad names from its original owner David Moffat, to the occupancy of Al Perlman, the Rio Grande's brilliant general manager at the time of the 1941 war. Far from elaborate in decor, *Marcia* provided a snug retreat from Rocky Mountain winters and slept and fed its occupants in a single salon of general assembly instead of the separate dining and observation rooms of more elaborate practice. While many *aficionados* of carbuilding regard *Marcia*'s period as the *belle époque* of leaded window gothic and graceful elegance of decor, there is no doubt that the Rio Grande's No. 100 dating from the Pullman twenties was better adapted both to privacy and the higher speeds of a more mature age of railroading. It was the favorite business car of Judge Wilson McCarthy. (Four Photos: Pullman Standard.)



When this photograph of a Spartan track inspection motor car was unearthed from pre-Cambrian deposits in the Rio Grande's files at Denver, it was disowned, and that instanter, by the office of the superintendent of motive power and the denial followed by further repudiation by operations officials confronted with the road bed it occupies. Its baling wire improvisation, however, primitive braking system and running board tank for extra water for the radiator speak for a Yankee genius at its most effulgent, probably at a time when the railroad's finances could stand improvement. (*Rio Grande Railroad.*)





"Boys," said Mr. Douglass, "the porters will soon take up the beds, and I want you to see how ingeniously everything is arranged."

Here is what the porter did:

He stood straddling on two seats, turned a handle in the top of a panel, and pulled down the upper berth. It moved on hinges, and was supported after the manner of a book-shelf by two chains that ran on spring pulleys.

Then he fastened two strong wire ropes from the upper to the lower berths.

"What's that for?" asked Harry.

"To prevent passengers from being smashed flat by the shutting up of the berth," Philip answered, after a moment's puzzling over the question.

"You can have the upper berth, Philip," said Harry, impressively. "It's better ventilated than the lower, they say; but I don't mind that."

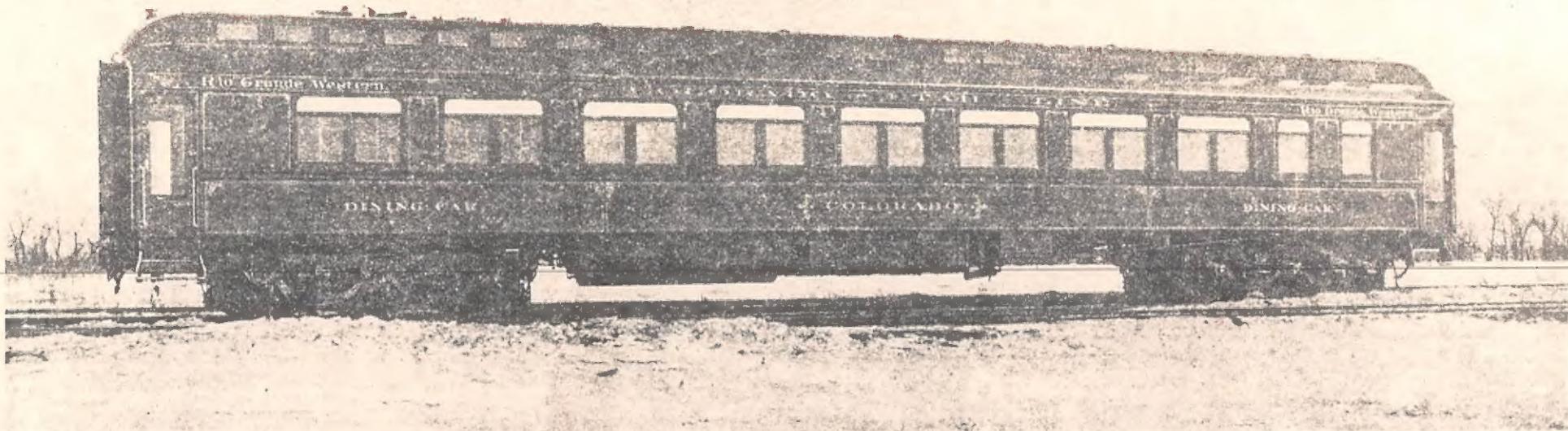
Meanwhile the porter took from the upper berth two pieces of mahogany, cut to almost fill the space between the tops of the seats and the side roofs of the car. The edges were grooved, and slid along upon and closely fitted the top of the seat and a molding on the roof. These side-pieces were next fastened by a brass bolt pushed up from the end of the seat-back.

Then the bed-clothing (kept by day in the lower seats and behind the upper panel) was spread on the upper berth, and the mattress of the lower berth was made up from the seat-cushions, supported upon short slats set from seat to seat. . . .

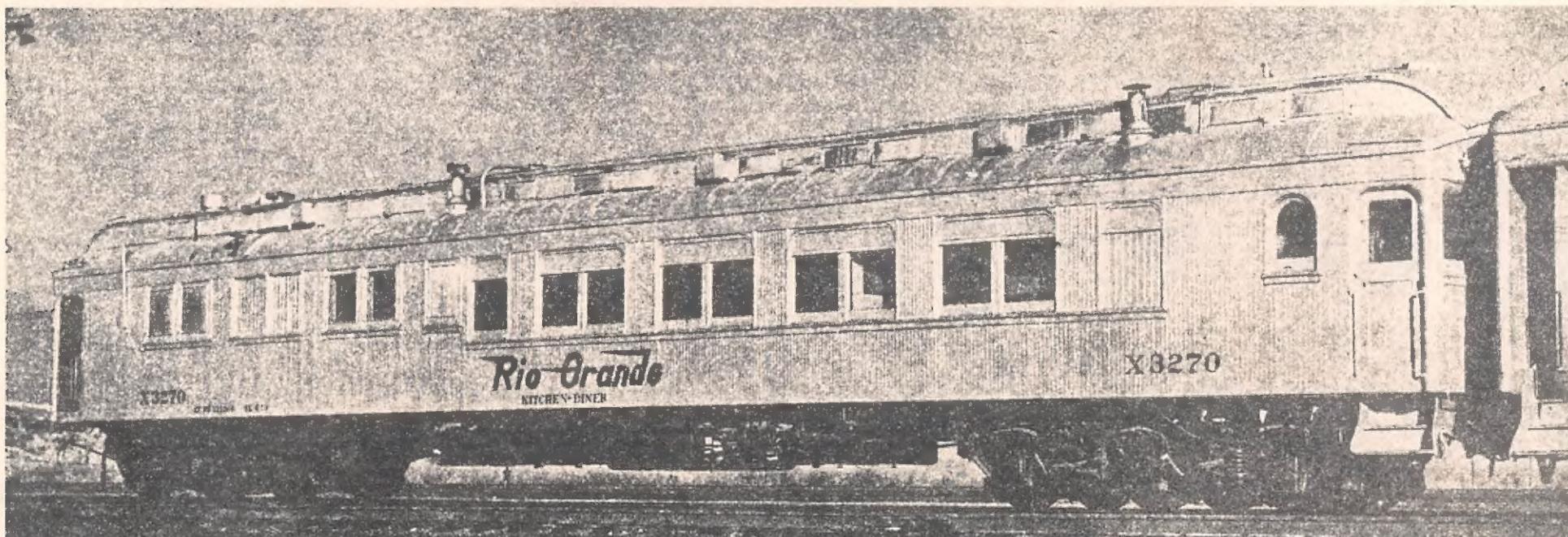
To finish his work, the porter hung a thick pair of curtains on hooks along a horizontal pole, and then affixed a long plush strip to which were fastened large gilt figures four inches high—the number of the section. (*The Century World's Fair Book For Boys and Girls*, by Tudor Jenks, 1893.)



By the mid-eighties through service between Denver and Salt Lake City, it was known that an artist assigned to depict the scenes of travel in the West could come up with nothing better than the drawings opposite. They are now a recognized feature of the West, and the woman in the picture is seen saying her prayers before the meal.



The downgrading that was the inevitable fate of even the finest luxury equipment is suggested by the beautiful Rio Grande Western diner *Colorado* as it came from the builder and a dining car of coeval vintage assigned to the Salt Lake City wrecking train many years later. (Above: Pullman Standard; Below: Everett L. DeGolyer Collection.)



By the opening years of the nineties, dining on the steamcars in the Far West was an event in the lives of travelers who, barely twenty years earlier, had been obliged to accept the dubious fare and non-extant service at eating houses along the stage routes. When the Rio Grande standard gauge diners from Pullman and Barney & Smith went into service between Denver and Salt Lake, eating, as is suggested from this animated drawing, was serious business and the diner patrons showed small sign of malnutrition. Game was still abundant in the West; prairie chicken, quail, venison and antelope appeared on all menus; champagne and claret were the suggested breakfast wines, and the Rio Grande was already famed for its fresh mountain trout that have been the hallmark of its diners ever since. No contemporary artist for the picture press of the time could resist having an Indian aboard his train.





H. S. POLET, Photo.
Colo. S. Co.

Although The Antlers Hotel at Colorado Springs was closely associated in ownership with the Rio Grande Railroad, its omnibus cheerfully met trains of the Colorado Midland as well. The runner at the left is holding a bunch of old time brass baggage checks with which travelers identified their Gladstones, Saratoga trunks and tophat boxes. Below: a Colorado Midland diner interior after the advent of electricity. (Two Photos: Western Collection, Denver Public Library.)





The Pullman coaches built for the Rio Grande by the ranking carbuilder of the age maintained Pullman standards of excellence in everything from flowered seat upholstery to handsome Pintsch lamp figures and the frivolous but ornate baggage racks everywhere in vogue at the time. (Above: Pullman Standard; Left: Homer G. Comstock.)

